



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

BOOK DEPARTMENT

NOTES

Armour, J. Ogden. *The Packers, the Private Car Lines and the People.* Pp. 380. Price, \$1.50. Philadelphia: Henry Altemus Co., 1906.

Bailey, W. B. *Modern Social Conditions.* Pp. 377. Price, \$3.00. New York: Century Co., 1906.
See "Book Reviews."

Bullock, Charles J. *Selected Readings in Public Finance.* Pp. viii, 671. Price, \$2.25. Boston: Ginn & Co., 1906.

Realizing the inconvenience of being obliged to consult a great variety of sources for a general course in Public Finance, Professor Charles Bullock has sought to bring together into logical form all the best studies in specific problems of public finance. The volume is not intended as a complete course, but as a compendium of the most valuable collateral readings on the problems usually included in such a course.

After discussing the literature of public finance, the author proceeds to concrete financial topics. Two chapters deal with public expenditures. From there the selections logically and very fully treat of the problems of public revenues. The specific problems of public revenues are the classification of revenue, revenue from domains, from public industries, from fees and from taxation. After determining the general propositions concerning taxation and the canons of justice, the various forms of taxation are treated in a most valuable collection of special studies by numerous authors. Corporation taxes, the general property tax, the general income tax, the Ingot Personnel-mobilier, business taxes, corporation taxes, the inheritance tax, taxes upon commodities, customs revenues and the internal revenue system, are lucidly discussed in the various studies. Professor Bullock then proceeds to the problems connected with public borrowing and public debts. The last chapters concern the problems of legislation, disbursement and financial control.

The studies are very carefully selected, and attempt to give in convenient form, without undue bulk, the essential facts of the problems discussed. The book is of great value alike to teachers and students of public finance.

Bureau of American Ethnology. Twenty-third Annual Report, 1901-02. Pp. xlv, 634. Washington: Government Printing Office.

With the exception of the few pages devoted to the usual reports and statements of the work of the bureau, the volume is devoted to an exhaustive and interesting study of the Zuni Indians, their mythology, esoteric fraterni-

ties and ceremonies, by Mrs. Matilda Coxe Stevenson. During a period of many years the writer, at first in company with her husband, since his death, alone, has had opportunities to become intimately acquainted with the inner life of this people. The numerous illustrations greatly enhance the value of the report.

Carrera y Justiz, F. *Estudios de Sociologia Municipal*. Pp. 475. Havana: Lib. é Imp. "La Moderna Poesia."
See "Book Reviews."

Carroll, B. H., Jr. *Political History of Europe from 1815 to 1848*, Based on continental authorities. Pp. 221. Price, paper, \$2.00; boards, \$2.50. Waco, Texas: Baylor University, 1906.

Published by the Baylor University Press, this work is in every sense immature. It "does not pretend," it is true, "to be more than a compilation of the best and most accessible and usually untranslated continental authorities." But even on this basis very excellent work can be done.

Judging from the results, the author has made scanty use of the best authorities. His remarkable statement in the preface that the views expressed "sometimes differ so materially" from those found in these, that he "begs leave to assume the responsibility for them," makes one turn to the pages of the work with some apprehension. But a perusal of the text, which, by the way, bristles with typographical and other errors, reveals very little beyond the extravagant expression of personal opinions to warrant such a statement.

The work may have its place as a survey of the history of the period for an elementary class, but should not have been introduced to the general public in its present form.

Conyngton, Mary. *How to Help*. Pp. x, 371. Price, \$1.50. New York: The Ronald Press, 1906.

The writer has for some years been a successful worker in the field of organized charity. Her aim in this volume is "to state, clearly and concisely, the principles which should underlie all relief work, to show how these may be applied in given instances of distress, to give some idea of the agencies for dealing with want likely to be found in any community and to give some account of the principal social and philanthropic movements which present openings for untrained social workers." The book is intended for the untrained volunteer worker.

The matter is arranged in four parts: I. General Principles, 54 pages; II. Application of Principles to Definite Cases, 182 pages; III. Social and Preventive Work, 76 pages; IV. General, 39 pages. A good deal of criticism may be made of the order and proportion of the topics. One is at a loss to understand why such a fundamental topic as "Standard of Living" is put in Part II, and then sandwiched between a chapter on "Care of Needy Families: Desertion," and one on "Widows with Children," and then given but thirteen pages, while ten pages are devoted to "Home Library Clubs," a topic of very

little meaning outside of a very few cities. In lack of sequence and proportion are to be found the book's greatest defects.

The volume is very readable and most interesting. Miss Conyngton is thoroughly imbued with the spirit of modern philanthropy, and this spirit appears on all pages. She has attempted no contribution to our knowledge, but her work as an expositor is well done. The points are made clearer by many happy illustrations. Her suggestions are sane and helpful. Busy people—often out of touch with progressive organizations—yet anxious to make their efforts count—will find the book very stimulating and valuable.

Dennis, James S. *Christian Missions and Social Progress*. Vol. III. Pp. xxxvi, 675. Price, \$2.50. Chicago: F. H. Revell Co., 1906.

The publication of this long-delayed volume marks the completion of the most important treatise on foreign missions ever written. It is hard to see how any fair-minded person reading this volume—better the three—can question the beneficent results of such missions regardless of his own theological conceptions. Dr. Dennis proves that the missionary work has had great social results. Some will say that the new religion has brought the other blessings with it, others that the contact with a different civilization has resulted in higher standards of life. The result is clear whatever the order of procedure.

To collect facts relative to the entire world and accurately reproduce them is no small task, but Dr. Dennis has been remarkably successful. It is not easy to devise a method of presentation which will have a clear impression. Here, perhaps, the volume is open to criticism. One is simply overwhelmed by the evidence. From paragraph to paragraph he jumps from one corner of earth to another until he has the vaguest conception of the exact situation in any one land. Very possibly this is unavoidable in so comprehensive a work.

In this volume the author discusses "The Introduction of Educational Facilities," "The Development of Industrial Training," "University Extension," "Production of Wholesome and Instructive Literature," "The Results on National Life and Character," such as the promotion of legal reform and administration of justice; elevating the standard of public service and contribution to the intellectual and scientific progress of the world. The debt of science to the missionaries is shown to be enormous. Chapter six deals with "Results Affecting the Commercial and Industrial Status," the final chapter being devoted to "Results of Social Value Traceable to Reformed Standards of Religious Faith and Practice." Possibly the numerous and excellent photographic reproductions of schools, hospitals, natives and missionaries carry more convincing power than the text itself. The volume is well indexed and contains a good bibliography of recent works.

Whether as a description of Christian missions or as a source book for students of social progress, this work is invaluable.

Drago, L. M. *Cobro Coercitivo de Deudas Públicas*. Pp. 171. Buenos Aires: Coni Hermanos, 1906.

This volume presents the more important of the Argentine state papers dealing with the forcible collection of public debts. The author is the famous Argentine Minister of Foreign Affairs, D. Luis M. Drago, the advocate of the so-called Drago or Calvo doctrine. The practice of nations is carefully reviewed and references made to the more important statesmen of Europe and America who have declared in favor of the proposed rule. This the author finds admirably expressed by Alexander Hamilton in the *Federalist*: "The contracts between a nation and private individuals are binding only by the will of the sovereign, and cannot be forcibly collected." The book closes with a plan for the adoption of the new rule into the body of international law by action of The Hague Conference.

Fisher, Irving. *The Nature of Capital and Income.* Pp. xxii, 427. Price, \$3.00. New York: Macmillan Co., 1906.

Reserved for later notice.

Guyot, Yves. *Des Caractères de l'Evolution et de la Régression des Sociétés.* Pp. 20. Paris: Société d'Anthropologie de Paris.

Guyot, Yves. *Le Collectivisme Futur et le Socialisme Présent.* Pp. 21. Paris: Félix Alcan, 1906.

von Halle, E. *Die Weltwirtschaft, ein jahr-und Lesebuch.* Pp. 246. Leipzig: B. G. Teubner, 1906.

Instituts Solvay. *Travaux de l'Institut de Sociologie.*

BREES, E. *Les Régies et les Concessions Communales en Belgique.* Pp. xxviii, 556. Price, 12 fr. Bruxelles: Misch & Thron, 1906.

DE LENEER, G. *Ce Qui Manque au Commerce Belge d'Exportation.* Pp. xii, 294. Price, 2.50 fr.

FROMONT, L.-G. *Une Expérience, Industrielle de Réduction de la Journée de Travail, avec une Préface de E. Mahaim.* Pp. xii, 120. Price, 3 fr.

HENRY, CH. *Mesure des Capacités Intellectuelle et Energétique.* Pp. 75.

HOUZÉ, E. *L'Aryen et l'Anthroposociologie.* Pp. 117. Price, 6 fr.

PETRUCCI, R. *Origine Polyphylétique Homotypie et Non Comparabilité directe des Sociétés Animales.* Pp. vii, 126. Price, 5 fr.

PETRUCCI, R. *Les Origines Naturelles de la Propriété.* Pp. xvi, 246. Price, 12 fr.

PRINS, A. *De l'Esprit du Gouvernement Démocratique.* Pp. x, 294. Price, 7.50 fr.

SOLVAY, E. *Note sur des Formules d'Introduction a l'Energétique-Physio- et Psycho-Sociologique.* Pp. 26. Price, 2 fr.

WAXWEILER, E. *Esquisse d'une Sociologie.* Pp. 306. Price, 12 fr.

WODON, L. *Sur Quelques Erreurs de Méthode dans l'Etude de l'Homme Primitif.* Pp. 37. Price, 2.50 fr.

International Co-Operative Bibliography. Pp. xxxii, 276. Price, 7s. 6d. London: P. S. King & Son, 1906.

Johnson, Emory R. *Ocean and Inland Water Transportation.* Pp. xxii, 395.

Price, \$1.50. New York: D. Appleton & Co., 1906.

This book on Ocean and Inland Water Transportation is a companion volume to the author's text on American Railway Transportation. It falls into two unequal parts, the subject of Ocean Transportation naturally receiving much the more extended treatment. The first portion of the book reviews the history of the development of the various classes of sailing and steam vessels and the improvement of routes of travel by the great ship canals. The ocean transportation service is divided into chapters dealing with the facilities offered for freight, passenger, mail and express traffic.

Detailed consideration is given to the relations of the carriers to one another and to the public. The author believes that a satisfactory development of ocean transportation requires carriers to make agreements with each other regarding rates and service, as otherwise disastrous competition must result. It is also desirable that the railroads should co-operate with the ocean carriers in arrangements for through foreign shipments. The carrying of freight by companies not engaged in "line traffic" preserves to a large extent the competitive character of a private business and serves as a regulator of the rates charged, as well as a supplement to the service offered by companies maintaining regular sailings.

The longest division of the book is that discussing the aid and regulation of ocean commerce and transportation by the national, state and municipal governments. A large amount of space is given to the consideration of our national mercantile marine policy and the causes of the decline of the American marine in the foreign trade. Our failure to compete successfully with foreign nations is said to be due mainly to economic causes, which, with the exception of higher labor cost of construction and operation, may be overcome. After reviewing the experience of foreign countries, the conclusion is reached that the United States might well adopt the policy of selecting the most important ocean trade routes and securing there the operation of efficient lines of steamers by granting liberal subventions. By removing in this way the handicaps under which our builders and owners work—unfavorable legislation and higher rate of wages—American shipping would be placed upon a basis where it could successfully compete with its rivals. All the other factors, geographic, economic and political, determining success, favor the development in the United States of a strong mercantile marine.

The latter part of the book, devoted to Canal, River and Lake Transportation, discusses the facilities offered in these lines in the United States and the possibilities of improvement. These means of transportation may well furnish a service supplemental to that of the railroads, especially in carrying bulky freight not requiring quick movement. Inland water communication should be improved by the construction of large barge canals between our chief natural waterways.

There is appended to each chapter of the book a list of supplemental readings. The volume also contains numerous illustrations, and is made

more concrete by the reproduction of the chief business papers used in conducting ocean transportation.

Laughlin, J. Laurence. *Industrial America*. Pp. xii, 261. Price, \$1.25. New York: Charles Scribner's Sons, 1906.

Professor Laughlin, the head of the Department of Political Science in the University of Chicago, was invited to give a course of lectures in the spring of 1906 in Berlin. The subject matter was to consist of a discussion of industrial problems occupying attention in the United States. This invitation was accepted and the lectures were delivered in German. Professor Laughlin discussed in the lectures included in this volume: "American Competition with Europe," "Protection and Reciprocity," "The Labor Problem," "The Trust Problem," "The Railway Question," "The Banking Problem," "The Present Status of Economic Thinking in the United States." These lectures have been put into English and are here presented as a semi-popular discussion of American problems by a trained economist. The volume is to be commended to all who are seeking to understand these questions.

Lopez de Santa Ana, A. *Mi Historia Militar y Politica 1810-1874*. Pp. viii, 286. Price, 75 cents. Mexico: Genaro Garcia.

Münchener Volkswirtschaftliche Studien, herausgegeben von L. Brentano u. W. Lotz. Vols. 71-77, inc.

BOSENICK, A. *Über die Arbeitsleistung beim Steinkohlenbergbau in Preussen*. Pp. 170. Price, 4.20m. Stuttgart and Berlin: J. G. Cotta, 1906.

HEYEN, R. *Zur Entstehung des Kapitalismus in Venedig*. Pp. 129. Price, 3m.

HÜGLIN, A. *Der Tarifvertrag zwischen Arbeitgeber und Arbeitnehmer*. Pp. 278. Price, 6m.

KIMMICH, K. *Die Ursachen des Niedrigen Kursstandes Deutscher Staatsanleihen*. Pp. 357. Price, 8m.

KOCH, F. *Der Londoner Goldverkehr*. Pp. 116. Price, 2.50m.

NITZSCHE, M. *Die Handelspolitische Reaktion in Deutschland*. Pp. 240. Price, 5.60m.

WALLICH, P. *Die Konzentration im Deutschen Bankwesen*. Pp. 173. Price, 4m.

Pepper, Charles M. *From Panama to Patagonia*. Pp. xxii, 399. Price, \$2.50. Chicago: A. C. McClurg & Co., 1906.

In this work Mr. Pepper has given us the benefit of his observations during a tour through the states of South America. No attempt at an exhaustive examination of any one state on any one subject has been made. The main purpose of the author has evidently been to interest the American public in South American affairs. He has, therefore, combined with general descriptions of persons and places many acute observations on the social and political development of these countries. Our ignorance of the sister republics is so great that a work such as Mr. Pepper's is to be welcomed as a contribu-

tion toward the enlightening of American public opinion. The author has done a real service in demonstrating the remarkable progress of the larger republics during recent years and in showing how the stability of political institutions now offers to foreign investors a vast and rich field. The illustrations have been selected with great care and add considerably to the value of the work.

Pierce, James O. *Studies in Constitutional History.* Pp. viii, 330. Minneapolis: H. W. Wilson Co., 1906.

The author of this volume is an ex-judge of the district court of Tennessee and lecturer on constitutional law in the University of Minnesota. The volume is the outgrowth of lectures on Constitutional Jurisprudence and History given in the University of Minnesota during the last eighteen years. Judge Pierce is a firm believer in a Divine Providence controlling and directing national affairs, and he interprets the history of the United States from this standpoint. The volume is, therefore, a study of the development of the United States in the main, beginning with revolutionary times. The author believes that the Americans have advanced beyond their predecessors in broadening the field of representative government. He also believes that the country is destined to bear an important part in hastening the ultimate triumph "of her town type of federation, the pacific type."

Price, W. H. *The English Patents of Monopoly.* Pp. xii, 261. Price \$1.50. Boston: Houghton, Mifflin & Co., 1906.

Ramirez, J. F. *Mexico, Durante su Guerra con los Estados Unidos.* Pp. viii, 322. Price, 75 cents. Mexico: Genaro Garcia.

Rowntree, J., and Sherwell, A. *The Taxation of the Liquor Trade, Vol. I.* Pp. xxii, 537. Price, \$3.25. New York: Macmillan Co., 1906.

In this volume the authors, who have so long and so successfully worked together in their studies of the liquor problem, discuss the question of taxation in so far as it relates to public houses, hotels, restaurants, theaters, railway bars, and clubs. It is not too much to say that the result is one of the most important books upon the subject ever produced. The authors are Englishmen, and have therefore the situation in England chiefly in mind, but the study is by no means limited to England. It is very doubtful whether there exists elsewhere, in so convenient form, information relative to the systems of taxation by the different states of this country.

Perchance the most striking thing brought out by the study is the singular failure of the English government to adequately tax the liquor trade. It has failed to realize that the reduction of licenses, which has actually resulted in a decrease of public houses in England, might very properly have been accomplished by a great increase in the revenue received therefrom, which, however, is not the case. The contrast of the revenue receipts of the municipalities and states of America and of England is strikingly set forth by excellent colored charts. The statistical information has seemingly been

gathered with great care. The work deserves a most careful consideration of all students of the liquor problem, and all who have in any way to do with legislation affecting the liquor traffic.

"In a second volume, the writers hope to deal with the whole of the remaining retail liquor licenses, including both 'on' and 'off' licenses, and the various wholesale liquor licenses. While in another volume it is hoped to make a detailed examination of the beer and spirit duties."

Shambaugh, B. F., Ed. *Executive Journal of Iowa, 1838-1841*. Pp. xxv, 341. Iowa City: State Historical Society, 1906.

Ward, L. F. *Applied Sociology*. Pp. xxviii, 384. Price, \$2.50. New York: Ginn & Co., 1906.

See "Book Reviews."

Ward, L. F. *The Psychic Factors of Civilization*. Second Edition. Pp. xxiii, 369. Price, \$2.50. Boston: Ginn & Co., 1906.

Elsewhere in this number of *THE ANNALS* Dr. Ward's latest book is reviewed. It is a pleasure to note here a reprint of an earlier work. Originally published in 1893, as the result of the author's attempt to estimate the psychological factors in society, it has found a great circle of readers. The author says that "the advance in psychology since 1893 has, however, been along lines widely different from those followed in this work." He, therefore, wisely decided not to alter the text. Not merely because of its place in Professor Ward's development of sociology, but for its own merits this work will continue to be widely used. It is most suggestive and stimulating. The difficult terminology of "Pure Sociology" is absent. It may be assumed that every student of sociology is or should be familiar with the work. The binding is uniform with "Applied Sociology."

Webb, W. L. *The Economics of Railroad Construction*. Pp. viii, 339. Price, \$2.50. New York: John Wiley & Sons, 1906.

Reserved for later notice.

Wells, H. G. *In the Days of the Comet*. Pp. 378. Price, \$1.50. New York: The Century Co., 1906.

A love story, written in the imaginative vein of the author. At first the existing social and economic conditions of England form the basis of what little plot there is. Then, through the magical influence of a comet, the nature of man changes, hate disappears, love is magnified, and all is well. The volume is scarcely to be considered as the portrayal of an ideal commonwealth; nor as a serious study of social conditions, while as a love story it is pretty weak.

Whiteing, Richard. *Ring In the New*. Pp. 347. Price \$1.50. New York: The Century Co., 1906.

Neither in plot nor telling is this novel to be compared to the author's earlier volume, "No. 5 John Street." An orphan girl, thrown on her own resources in London, struggles on to a marriage with a successful man who wins a place in Parliament as a labor representative. Mr. Whiteing knows

the difficulties of the great city for the untrained bread-winner, but his present attempt to give this knowledge literary form is a pretty flat failure.

Williams, James M. *An American Town.* Pp. 251. New York: Published by the author, 1906.

The author, formerly a Fellow in Sociology in Columbia University, has in connection with his graduate work, made this sociological study of a small town of rural New York. In order to get the information he spent some years living in the town, and the result is a very interesting volume of considerable value. The author has given us a little bit of the social history of the town and the community, dividing it into two periods—from the settlement to 1875 and from 1875 on. This date being taken because of certain economic changes which mark the second period from the first. In method the author has closely followed Professor Giddings. Those who are familiar with the terminology of the latter will have no difficulty, but the reader unacquainted with the work of Professor Giddings will occasionally stumble upon technical expressions which are more or less puzzling. The volume here presented is but a part of the larger work the author is preparing. What we need, as the author suggests, is more field work in sociology. This volume is valuable because it is an illustration of careful, conscientious field work, even if occasionally the conclusions seem unwarranted. Further volumes will be awaited with interest.

REVIEWS.

Avery, Elroy McKendree. *A History of the United States and Its People.* In fifteen volumes. Vol II. Pp. xxxviii, 458. Cleveland: The Burrows Brothers Co., 1905.

The second volume of Mr. Avery's ambitious work treats of the period 1600 to 1660, the period of Champlain's enterprises in New France, of the foundation of Virginia, New England, New Netherlands, and New Sweden, and of the establishment and early activities of the New England Confederation. The strong feature of this volume, as of its predecessor, is—aside from the work of the publishers—the accuracy and detail of the author's narrative. Certain of its limitations are also among those of the earlier volumes and seem, therefore, likely to characterize the entire work. They are: First, the author's lack of assured perspective and his consequent inability to impart emphasis, selection, and organization to his work; secondly, his attempts to vary the monotony inevitable in a narrative devoid of the above mentioned qualities by constant recourse to the phraseology of others or to awkward trivialities; and, thirdly, his disposition to abdicate to others the historian's essential function of passing judgment, without at the same time distinguishing at all between the purely personal opinions of those whom he quotes and their documented verdicts.

Nothing could be more inconsequential than such a practice, as a few specimens will show. On page 259 we are informed that one of Printz's letters to Winthrop "is described by Gregory B. Keen as more amiable than